

ARMY AND NAVY CHRONICLE.

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Congressional Documents.

REPORT OF THE SECRETARY OF WAR.

WAR DEPARTMENT, December 5, 1840.

SIR: Since my report of the last year on the several branches of the public service committed to my charge, the army has been actively and usefully employed in Florida, and on the Northern and Western frontiers.

The design entertained by the Department, of keeping the regiments entire, and concentrating the troops whenever it is practicable to do so, has been persevered in with the most beneficial results. A commencement has likewise been made in establishing depots for the reception of the recruits of each separate regiment, where they may be drilled and disciplined before they are sent off to their respective stations in garrison or in the field. The recruit ought never to be sent to join his company on service, until he is thoroughly taught the duty of the soldier; and this instruction will be better given at regimental than at general depots. By dividing each regiment in two bodies, in the manner proposed, every important station in the country may be occupied, either as a place of depot or a rendezvous of the regiment; and, by a proper distribution of the latter, the intermediate forts may be temporarily occupied by partial detachments, without injury to the discipline of the whole corps. I cannot too strongly urge the adoption of this method of distributing our little army in time of peace. To divide it into small permanent detachments will be to destroy its efficiency and its discipline, and, in the event of war, to expose the posts to be captured, and the whole regular force of the country to be uselessly sacrificed. Apart from that natural and well-grounded jealousy justly entertained against the existence of a large standing army in our country, sound policy and a due regard for economy render such an establishment altogether inadvisable; and it becomes necessary, therefore, to provide other means of defending our northern and maritime frontiers against the dangers to which they would be exposed at the commencement of a war. None other occur to me, than those I have already recommended, viz: Central positions for the regular forces, from which they could move upon any point of attack or defence; and such an organization of the volunteer or militia forces as would enable them to maintain the posts intrusted to their charge until relieved by the regular troops; a system which ought to be matured in time of peace.

For the Western frontiers, posts garrisoned by regular troops, cannot be dispensed with. They need not be very large; but they ought to be constructed of fire proof materials, and in such a manner as to be defensible by a small garrison against any number of men not provided with artillery. A plan which will effect these objects perfectly has been devised by the Chief Engineer, and been adopted. The quarters for the men ought, likewise, to be built of durable materials, and be permanently furnished with iron single bedsteads, in lieu of the double and wooden bunks now in use. This change, for obvious reasons, should be introduced into all the barracks in the United States.

The chief and best position for the concentration of troops, independently of the regimental rendezvous, is, for the Northern frontier, near Albany, in the State of New York; and near St. Louis, in Missouri, for the Western—points from which easy communications radiate to every part of those extensive lines of defence, and whence troops may be transported with certainty and rapidity wherever their presence may

be required. For the maritime frontier of the Gulf of Mexico, I would recommend, in addition to the permanent fortifications planned for its defence, and now being erected, the establishment of a depot, somewhere below the falls of the Ohio, for armed steam vessels. This would seem to furnish the best means of bringing the vast power of the upper country to the defence of the coast, and of using it, when there, in the most efficient manner. A certain number of steam vessels of war might be kept in constant readiness, strong enough to carry a good battery, and light enough to descend the river at all seasons, and to cross the bars of the Mississippi. These boats ought to be of iron, as combining lightness, strength, and durability; and might be constructed of the requisite size for about fifty thousand dollars each. Materials should be collected for the construction of boats to be built of wood, and stored until wanted; when, with the vast resources in workshops and mechanics along the shores of the Ohio, they might be put together in a very short time; and a fleet, equipped and manned with the hardy boatmen of the Western waters and a few able-bodied seamen, might be floated to the ocean, fully equal, with the existing and contemplated fortifications, to protect the whole Gulf frontier. The very able report on the defences of the country, made by a board of distinguished officers, and submitted to Congress during the last session, proves conclusively the absolute necessity of preserving and continuing our system of permanent maritime works of defence, and exhibits, in the clearest manner, their superiority over floating batteries of any and every description. In this view of the subject I fully concur, and even think that the facility with which our coasts and harbors may be approached and entered by steam vessels of war, renders strong permanent works more than ever necessary. The projectiles which will be used in future wars will, from their size and description, prove destructive to any wooden battery, and give an immense advantage to stone walls over any fabrics that can be penetrated by shells. It may be proper here to remark, that the capture of the castle of San Juan de Ulloa, at Vera Cruz, has led many persons to suppose that stone revetments might be destroyed by shells. This is incorrect. After that event, I caused experiments to be made at Old Point Comfort, by firing, at point blank range against a stone wall erected for the purpose; the shells broke against it, making very little impression. No doubt, therefore, need be entertained of the ability of our building materials to resist hollow shot. I do not think, however, that the permanent works should be the only defences relied upon, but regard moveable steam batteries as essential auxiliaries. These ought not, in my opinion, to be large vessels, but of light draught of water, capable of carrying two guns for throwing shells of eight or ten inches diameter, and so constructed as to present a small surface to the fire of an enemy. These steam batteries should be manned by artillerymen, and be under the command of the officer charged with the defence of the harbor fortifications, so as to secure harmony of action. In order to test the practicability of making bomb cannon of the calibre of ten inches, the Chief of the Ordnance, Colonel Bomford, was sent to Boston, where he has conducted a series of experiments with the most satisfactory results. I recommend that these guns be adopted into the service, and form part of the armament of our fortifications, and of our steam-floating batteries. Some successful experiments have, likewise, been made with war rockets; and a machine constructed for preparing them appears to answer the purpose perfectly.

The great amount of property vested by the Government in arms, amounting to several millions of dollars, no less than the risk to the national safety by adopting any new inventions without being convinced of their superiority, by long tried experiments in the field, has induced me, generally, to discountenance their introduction into the service. I fear that every attempt to increase the rapidity of firing, such as facilitating the loading by opening the breech, or by multiplying the chambers of the gun, will fail, as they have hitherto done, after involving the Government in great expense. There is, however, one improvement, which has been fairly tested in the field by the armies of Europe, and which presents so many decided and ascertained advantages, that I am constrained to recommend its adoption into our service—I mean the substitution of percussion for flint locks. The alteration may be made on the muskets now in the arsenals; and measures ought to be adopted to construct all new arms, whether rifles or muskets, with percussion locks.

Having repeatedly recommended, without effect, the establishment of a national foundry; and having reason to fear the most serious consequences to the service from the want of proper regulations to govern the contracts with private establishments; with your consent, I sent to Europe the board of officers who had been for some time employed in fixing the patterns, forms, and dimensions of the artillery, in order that they might acquire such information as would enable the department permanently to regulate this important branch of the service. I am happy to state that, wherever they have been, the national establishments have been thrown open to them, and with praiseworthy liberality, every facility afforded to their researches. They have returned home, after having attained all the advantages which were expected from their investigations; and the knowledge they have acquired will be applied to the practical improvement of our ordnance. A concise report of their proceedings while in Europe is herewith transmitted, in connection with that of the officer in charge of the Ordnance Department.

In the expectation that Congress would sanction the creation of a corps of sappers and miners, (an addition to the army at once necessary and economical,) I sent an officer of the engineer corps to the school for sappers and miners in France, to obtain that practical information of the art which is not possessed, and cannot be acquired here. The French Government, with its accustomed liberality and kindness, permitted in every instance our officers to attend its schools of practice, and afforded them equal means with its own to pursue their studies there, allowing them privileges not generally granted to foreigners; thereby evincing, as the Minister of War is pleased to remark, the friendly disposition of his Majesty's Government towards the United States. This feeling, you have authorized me to say, is fully reciprocated, and the liberality of the French Government duly appreciated. The officers sent to the school of cavalry at Saumur have returned, after a twelvemonth's instruction, and are now employed in a manner which I trust will enable the department very much to improve the cavalry service.

The advantage of separating the staff officers from the line of the army, and the very serious inconvenience to the service from the present system, have been before brought to your view, but cannot be too strongly or too frequently urged. The present organization of the army does not allow a single supernumerary office in a regiment, and the companies are rendered inefficient from the absence of those officers who are on staff duty. The discipline of the troops is most injuriously affected by this arrangement; and if ever they are opposed in the field to regular forces, such a deficiency would prove fatal.

I beg leave to bring to your notice once more the expediency of extending the law of March 2, 1837,

which provides for the enlistment of boys for the naval service, so as to embrace the army and ordnance corps. Its effect would be equally beneficial to the class of people to whom the boys belong, and to the army. It would secure to the sons of the former a comfortable subsistence, proper moral restraint, and a good practical education, while it would provide for the army well instructed non-commissioned officers, so difficult to be procured by enlistment, and without which an army cannot be efficient.

I am happy to state that experience has proved the correctness of the opinion formerly advanced, that the increase and proper organization of the staff department would produce a more economical administration of its different branches. In the expenditures of the Quartermaster's Department, especially, a very considerable reduction has been made during the last year; in some measure produced by the fall of prices, but arising in a much greater degree from the increased efficiency and better administration of the department, in consequence of the number of officers under the present organization bearing a more due relation to the laborious duties and high responsibilities of this important branch of the military service.

In consequence of the suspension of the application of funds appropriated for the prosecution of the works under the supervision of the Quartermaster General's office during the season for active operation, little progress has been made in them since my last report. I now recommend that the following works should be recommenced and completed as soon as practicable: Fort Gibson, Fort Wayne, and Fort Smith—the two former as soon as healthy sites are determined upon. I am not perfectly satisfied with the reports in relation to the proper position for Fort Gibson; and as it is contemplated to erect permanent works in the vicinity of the old fort, it is important that the site should be selected with great care. That on which the works of Fort Wayne were commenced, proved to be so very unhealthy that it became necessary to abandon it, and to remove the troops to a more favorable position. Pursuing that line, small forts should be constructed at Spring river and Marais de Cygne; and west of it at the head of the navigation of the Kansas river, and northwest of Fort Leavenworth, at Table Creek, on the Missouri, below the mouth of Platte river. To connect this last post with Fort Snelling, a fort ought to be constructed at or near the forks of the Des Moines. From the information I have received, I believe the erection of any work at the western extremity of Lake Superior to be unnecessary; and for the present, advise that Fort Snelling remain the most northern post.

During your administration, nearly forty-one thousand Indians have been added to those already residing near the western boundary, while the additional securities to the border States have not been commensurate to the additional dangers to which such an increase of warlike and discontented neighbors expose them. In the act of placing the Indians there, by which the interior States are so largely benefited, the government has contracted a solemn obligation, not only to defend that people when attacked, but to anticipate the danger, by erecting such works as will ensure their safety, and inspire them with confidence in the means employed for their protection.

It affords me great gratification to be able to report that the Canada frontier has been free from any disturbance since I had last the honor to address you on that subject. Your advice to our fellow-citizens on that border appears to have produced the most salutary effect, and the excitement which existed there has, I am happy to think, entirely subsided; and no further apprehension need be entertained of a violation on their part of our neutral obligations.

Owing to the expenditure of the appropriations for fortifications having been suspended, the works on this frontier have not been much advanced, but they will, it is expected, be completed during the next

season. In addition to those already authorized, I earnestly recommend the erection of barracks at Spring Wells, near Detroit, and at a position between Buffalo and Black Rock, in the State of New York; and also a strong work at the outlet of Lake Champlain.

On the Northeastern frontier, until the boundary question is settled, I would advise that the works be confined to the erection of barracks at the junction of the Mattawamkeag and Penobscot rivers. During the past year, the works on the maritime frontier have been carried on slowly, and they still remain in an unfinished state. In relation to the defence of our Atlantic and Gulf coasts, and of our harbors and dock yards, I beg leave to refer to my report of last year, and to that made during the last session of Congress, in reply to a call of the Senate for information on these subjects. Their condition remains unaltered, and the expediency of providing for their completion unchanged. The whole coast from Passamaquoddy bay to the Sabine river is exposed, on every point not defended by nature, to be invaded with impunity; and, in the event of war, the expense of attempting to protect this long line by troops for one year only, would cost more than to erect the works which have been planned, and which are deemed sufficient to defend the several points of attack along the whole coast. It is true that an enemy could retain possession of any portion of our territory only for a short period. But to defend an unfortified point of attack, or to drive an enemy from a position he might occupy, would be attended with great expense of blood and treasure: and while I feel confident that the stout arms and brave hearts of our fellow-citizens would ultimately prevail, and drive any enemy from our soil, I cannot approve the policy which would expose the best and bravest of our artisans and workingmen to encounter, without discipline and without the cover of fortifications, the trained bands of mercenary soldiers they would be opposed to. When we take into consideration the character of our people, and sparseness of the population in proportion to the extent of our soil, it is not wise to rely altogether for our defence on numbers and untaught valor. The battalions that must fight our battles are composed of soldiers taken from every class of the community, and the issue of every contest must necessarily deprive the country of some of its best and worthiest citizens. Every effort ought, therefore, to be made to furnish them the means of protection, and to instruct them to defend themselves, so that the loss we must suffer on such occasions may be as light as possible.

No appropriation having been made at the last session of Congress for the works of internal improvement which were under the superintendence of this department, they have, for the most part, ceased. I adhere to the opinion expressed in my last report, that the system requires to be revised, both with regard to the principle upon which such improvements ought to be authorized, and the manner in which they ought to be conducted.

The report of the Chief of the Topographical Engineers, submitted to Congress at its last session, contains an elaborate statement of the history and progress of all the works of internal improvement carried on by the orders of Government; to which I beg leave to refer. It is to be regretted that Congress neglected, at its last session, to appropriate the small amount asked for clearing away the timber lately accumulated at the Red river raft, which obstructs the navigation of that stream. The expenditure necessary for this purpose is perfectly legitimate, as all the necessary supplies for the troops stationed at Fort Towson are transported up this river; and the measure is recommended by its economy, the additional cost of transportation by land for one year, when this navigation is obstructed, being greater than the amount required to defray the necessary expense of removing the drift timber. It is recommended that

provision be made for the employment of a few laborers and a boat for a short time every season; and it is believed that in a few years the necessity for such a precaution will cease, and this portion of the river remain permanently open.

The survey spoken of in my last report has been completed, and a map constructed, which embraces that portion of the territory of the United States lying between the Mississippi and Missouri rivers, from their confluence to our northern boundary, and limited by the parallels of latitude 39 and 49 north, and the meridians 90 and 100 west of Greenwich. It is based upon numerous astronomical observations, giving not less than two hundred and forty-five geographical positions, on actual surveys, and on the best information which the exploring party could procure of such small portions of the Indian territory as they were prevented from examining by the inevitable dangers attending the attempt, or from want of means and time. A very extensive series of barometrical observations were also made, and the zealous co-operation of men of science, occupying stations in the several States, who observed at the same periods of time, has enabled Mr. Nicolet to compare his own with those of others made in different quarters of the Union, and thus accurately to determine the relative level of the whole region represented by the map, as well as its elevation above the ocean, thereby indicating the climate and face of the country. The map will be accompanied by a report calculated to give an accurate knowledge of that distant country; and it is believed that the results of this survey will be useful both to the Government and to the people, and prove an acceptable accession to geography. It will serve, likewise, to exhibit the manner in which future surveys of the country are to be made, if, as it is hoped, they should be authorized by Congress. It appears to be very desirable that those remote regions of our country should be known; and the surveys ought, in my opinion, to be extended by degrees to the sources of the Missouri, and across the Rocky mountains to the Pacific ocean. Nor ought that portion of our country which is nearer and more accessible to be neglected. The existing maps do not rest on accurate data. The true courses of our great rivers, and the forms of the magnificent chain of lakes which stretch along our border, are yet to be truly defined. The interests of the rising commerce of the West require that hydrographic surveys of these inland seas and great avenues of trade should be made without delay. A small annual appropriation will enable the Government to effect this important object, through the agency of the topographical corps, which is composed of officers fully capable of performing this duty. No survey of any description should be made, in future, without being accompanied with astronomical and barometrical observations. In this manner a series of positions may be determined, and the means gradually furnished of acquiring a more perfect knowledge of the geography of the country; and thus of constructing an accurate map of the United States—objects of vast importance to the interests of their navigation and commerce.

The Military Academy has been conducted in a manner highly creditable to the superintendent, and satisfactory to this Department. Every effort has been made to enforce discipline, and to instil into the minds of the cadets a love of order and a high sense of their moral and religious duties; and it is believed that the standard of discipline, morality, and religion at this institution, is equal to that of any other college or academy in the United States; while the mathematical and military studies, as far as the theory is concerned, are as complete as those taught in any school in America or Europe. Nothing is required to give our young officers the same advantages as are afforded to those of other countries, but schools of practice, which are about to be established, and to which the graduates are to be sent for one year after they are commissioned, and their destination ascer-

tained, in order to perfect them in the practical duties of that branch of the service, to which they may be attached. The new library building is nearly completed; and the mural towers attached to it, for the purpose of making astronomical observations, and teaching practically that important branch of science, are well adapted for that object. The professor of astronomy was sent to Europe in order to procure some instruments which are needed, and to examine the several great observatories there, ascertain the manner in which they are fitted up, and witness their methods of observing. He has returned with information which cannot fail to be highly interesting and useful.

Whenever the condition of the Treasury will permit, it is very desirable to erect new barracks at West Point. Those at present there are dilapidated buildings, originally badly constructed, and now in a state of decay, which renders them as unhealthy as they are inconvenient. The concurrent testimony of each succeeding board of visitors for several years past, shows the necessity of renewing these buildings.—With a view to spread generally throughout the country a knowledge of this institution, it has been decided to appoint eighteen visitors from alternate States every year, forming the remainder of the board from officers of the army and navy of the United States.

I must again repeat my recommendation that two of the present paymasters be appointed assistant paymasters general, with the rank of lieutenant colonel. This very important branch of the service is incomplete under its present organization; officers of higher rank are required to superintend the operations of those of the corps who may be on duty in the field.—It appears but an act of justice to the latter, to allow them a moderate per centage on the payments they may make to volunteers and militia, to cover the unavoidable losses to which they are exposed from being at times compelled to make these payments in a hurried and informal manner.

No loss or inconvenience has resulted from employing, during the last season, Indian agents to pay the annuities and make the regular disbursements to the tribes over whose interests they have been appointed to watch. These duties have been well and faithfully performed; but as a system for the final disposal of these important and responsible duties, the plan resorted to on this occasion is incomplete; and I again recommend a small increase of the number of paymasters, and that this duty be permanently assigned to that branch of the military service.

In rendering justice to the character of the officers of the pay department, and to the efficiency with which their duties are discharged, I cannot forbear to bring to your notice the defects of the present system of paying the army, and the evil consequences which result from it. From the remoteness of the posts, the soldiers are paid at long intervals, and the guarantee of soldiers' debts given by the regulations to the sutlers, induces them to give credit to the whole amount allowed; a disposition of which the thoughtless soldier generally avails himself to the full extent, and on pay-day has the mortification to see nearly his whole pay carried off by the sutler. This occasions great discontent; while on the contrary, those soldiers who happen not to be in debt to the sutler receive large amounts, which they too frequently waste in dissipation; and, until these sums are expended, the post presents a scene of alternate drunkenness and punishment. The only remedy for these evils will be found in the prohibition of credits by the sutlers, and more frequent payments to the troops.

The officers of the medical staff have maintained the high reputation acquired by their zealous attention to their duties in garrison and in the field. The very strict examination to which candidates for this branch of the service are subjected before admission, insures high professional attainments in those of the lower rank; and that which the officers themselves undergo

before promotion, leads them to severe application, for it must appear that they have not only retained the knowledge acquired at college, but also kept pace with the progress of medical science, or they cannot be promoted or retained in the service. It is not surprising, therefore, that this branch of the staff continues to be distinguished for professional attainments and cheerful devotion to their duties.

The report of the board of medical officers, appointed, by your direction, to ascertain the relative advantages of Pittsburgh and Wheeling for the location of a marine hospital on the upper Ohio, in favor of the former, having been approved by you, the selections under the law for purchasing sites for marine hospitals on the western waters are now complete.—The amount appropriated for that purpose not proving sufficient, the officers intrusted with the performance of that duty made conditional arrangements, subject to the ratification of Congress. I respectfully recommend that such an appropriation be asked for, as will enable this Department to carry into effect the benevolent intentions of the law.

Having, in several instances, found deficient the titles to land on which forts and other public works are erected, measures were adopted to perfect them; and I am happy to report that I found, on all occasions, the State authorities willing to convey to the United States the land whereon such works are situated.—The Department has not yet succeeded in settling the question of the right of property in the Peapatch island, notwithstanding its utmost efforts to do so. This is to be regretted, as its possession is essentially necessary to the defence of the Delaware. The works to be erected there cannot, from the nature of the soil, be thrown up in haste, but will require much time to complete them; leaving, in the event of war, the approaches to Philadelphia almost entirely exposed.

A new edition of the Army Regulations has been drawn up, and is about to be published, with such amendments and additions as the experience of the last four years has dictated.

It is a subject of great regret with me to be compelled to state that every effort to terminate the contest in Florida has, so far, proved unsuccessful. On General Taylor's retiring from the command of the army there, (which he did, by permission, in May last,) it devolved upon Brigadier Gen. Armistead, who, notwithstanding the advanced season, commenced active operations against the Indians, and, in many instances, succeeded in breaking up their encampments, destroying their fields and crops, and making some few prisoners. In order to render the regular forces available for offensive operations, a Brigade of Florida militia was raised for the defence of Middle Florida, and placed under the command of Brigadier Gen. Leigh Read, of the Territorial militia, with instructions to defend the portion of the Territory situated north of a line of posts occupied by the regular troops, extending from the Atlantic, south of St. Augustine, including two stations east of the St. John's river, Pilatka, Wheelock, Micanopy, Wakahootee, Wacassassa, a post between the last and Fort Fanning, and Cedar Keys.

The troops that were in the service of the Territory, in virtue of a law of the Legislature of Florida, were mustered into that of the United States, and form part of General Read's brigade, which has been increased to twelve hundred mounted and five hundred footmen, and may be raised to fifteen hundred mounted and five hundred foot; a force which is considered ample for the protection of that portion of the Territory assigned to General Read's command. Some depredations having been committed in the neighborhood of the Okefenokee swamp, four companies of Georgia militia have been mustered into the service of the United States, and are charged with the defence of the Georgia frontier.

Certain of the hostile chiefs having signified to General Armistead their desire to treat, they were in-

vited to meet him at Fort King on the 7th ult., and, from the circumstance (deemed fortunate) of the presence there of a delegation from the Western Seminoles, hopes were entertained of terminating this protracted struggle by the peaceful removal of the remaining Indians. After some days spent in negotiating, and after giving reiterated assurances of their desire to emigrate and rejoin their brethren west of the Mississippi, the Indians suddenly disappeared, without any assignable cause for this abrupt rupture of the negotiations. Hostilities have, in consequence, been renewed, and will be prosecuted vigorously.

The regular troops now in Florida amount to about 4,500 men, and the militia in service to about 2,000. I recommend that authority be given the Executive to engage the services of this description of troops for a twelvemonth, or during the continuance of the hostilities in Florida. The term of three months is much too short to ensure efficiency; and frequent enlistments are a fruitful source of insubordination, as well as of great additional expense.

The number of Indians emigrated from the interior to the West, since the year 1836, amounts to very nearly 41,000, of which about 5,000 were removed during the past season; and I am happy to add, that the condition of those who are settled in their new homes continues to be represented to us as prosperous and happy. The differences which unfortunately sprung up between the Western Cherokees and the late emigrants of that tribe, upon their first arrival on the Arkansas, have been happily adjusted; and I have accordingly directed that their annuities, and other moneys due to them, should be paid, and placed them upon the same footing as other emigrant tribes. From the character of the nation, and the advance made by many of their number in civilization and in the arts of life, it is hoped, now that they are removed from the evil influences which heretofore beset them, their progress in moral culture and physical comfort will be rapid and lasting. Convinced that, if any great and general reform is ever to be effected among the Indians, it must be by means of education, every exertion has been made to promote it; not by disjointed efforts, but by adopting a system intended to embrace the establishment of primary schools over the whole Indian Territory, and of institutions of a higher order at suitable points, designated with a view to the convenience of the Indians, and of easy access. Fort Coffee, on the Arkansas river, which has been abandoned as a military post, has been selected for one of these establishments. This situation possesses very decided advantages; and the system by which it is proposed to improve them has my full approbation. For the details of the plan, I refer to the accompanying report of the Commissioner of Indian Affairs, and particularly to his instructions for carrying it into effect, addressed to the Superintendent of the Western Territory.

While on this subject, it affords me great gratification to be able to speak in terms of merited praise of the Methodist manual labor school in the Shawnee country. The labors of that sect, so distinguished for their Christian zeal in the cause of Indian civilization, are likely to be crowned with success; and there is reason to hope that the high expectations raised by this extensive establishment, will be fully realized under its present pious and competent instructors. The Department would be happy to promote similar establishments on the part of other religious sects, equally zealous, no doubt, in spreading the light of the Gospel among the Indians, and equally disposed to advance their moral culture. It is convinced that, to produce durable beneficial effects by education, it must be made practically useful; and that those domestic arts which are imparted to our youth by the example of their parents and associates, and form, as it were, a part of their nature, must be taught the Indian in the schools, and instilled into him by education.

Perseverance for one or two years longer in the

policy of removing the Indians from the baneful and destructive influences which surround them within the States and Territories, will unite the remnants of tribes, still within those limits, to their brethren in the West; offering, as it is believed, the only chance, not only of civilizing the red man, but of perpetuating his existence.

By the accompanying report of the Commissioner of Pensions, it will be seen that the number of pensioners of every description now on the rolls in all the States and Territories, and in the District of Columbia, (except those paid out of the navy pension fund,) amounts to forty-four thousand three hundred and ninety-four; of which two thousand and seventy-two cases have been admitted since the period of the last annual report. The number of deaths of pensioners that have occurred during the last year, and been reported to the Department, is sixteen hundred and five. From the number of unclaimed pensions, it is believed that many more have died, of whose decease we have no information. The number of invalid pensioners is now four thousand two hundred and eighty-nine, having increased four hundred and fourteen since 1833; this increase is to be attributed, principally, to the hardships of the service in Florida. The number of Revolutionary pensioners under the act of March 18, 1818, has decreased from above twenty thousand to seven thousand nine hundred and forty-seven. Under the act of June 7, 1832, thirty-one thousand eight hundred and eight have been admitted on the pension roll; of which number, twenty-three thousand two hundred and seven yet remain. Eleven hundred and eighty-six pensioners were admitted under the law of May 15, 1828, for the benefit of officers and soldiers of the continental army who served during the war; only six hundred and five are now borne on the rolls. The number of widows pensioned under the act of July 4, 1836, is three thousand four hundred and sixty-eight, of whom two thousand seven hundred and sixty survive. Five thousand nine hundred and twelve widows have received the benefit of the act of July, 1838; but the list is now reduced to five thousand five hundred and eighty-six. All of those now on the rolls will be dropped on the 4th of March next, when the term of their pensions expires by law. From the number of applications, the Commissioner is of opinion that not less than fourteen hundred will be added in the year 1841.

The total sum drawn from the Treasury during the past year, to pay pensions, amounts to two millions forty-eight thousand six hundred and sixty-three dollars, exclusive of navy pensions.

The experience of two years confirms the opinion I formerly expressed of the vexatious operation of the law of the 6th of April, 1838, which fixes the short period of eight months for the return to the Treasury of unclaimed pensions. The intention of the law, no doubt, was to withdraw that sum from the pension agent; whereas its operation, on the contrary, draws that additional amount from the Treasury at Washington, while it produces disappointment, inconvenience, delay, and expense to the poor pensioners.

By the 14th article of the Cherokee treaty of December 29, 1835, ratified May 23, 1836, it was agreed on the part of the United States, that such warriors of the Cherokee nation as were engaged on the side of the United States in the last war with Great Britain and the Southern tribes of Indians, and who were wounded in such service, shall be entitled to such pensions as shall be allowed them by the Congress of the United States. I respectfully suggest that Congress be asked to act upon this section of the treaty. There are not many Cherokee warriors who come under that description, but they are very destitute; and the good faith of the Government is pledged in their favor.

I cannot forbear bringing to your notice the exposed condition of the important archives of this Department. Many of them are kept in small buildings,

at an inconvenient distance from the War Office, and surrounded by combustible materials. A plain fire-proof building, capable of containing all these detached offices, might be constructed for a sum, the interest on which would not exceed the amount now required for paying the rents of those now occupied for the purpose.

All which is respectfully submitted.

J. R. POINSETT.

The President of the United States.

NAVY OFFICERS ABSENT ON LEAVE OR FURLOUGH.

Letter from the Secretary of the Navy, transmitting a list of naval officers, including passed midshipmen, who are absent on leave or furlough, &c.

DECEMBER 22, 1840.—Read, and laid upon the table.

NAVY DEPARTMENT, DEC. 18, 1840.

SIR: In compliance with a resolution of the House of Representatives, passed 11th May, 1840, I have the honor to present a list of the officers of the navy on leave or furlough, including passed midshipmen, showing the name of each officer on leave or furlough, with the cause of his absence, the length of time absent or excused from the service, the time of the expiration of leave or furlough, the length of time those furloughed and on leave have served or been at sea at any one time for the last twenty years, and how often leave or furlough has been renewed to those now absent.

In regard to the remaining inquiry embraced in the resolution, I would remark that the Department is not possessed of the means of knowing what business the absent officers have been engaged in during their absence on leave or furlough.

I have the honor to be, very respectfully, your obedient servant,

J. K. PAULDING.

Hon. R. M. T. HUNTER,

Speaker House of Representatives.

[For list of officers see next page.]

From the N. Y. Courier and Enquirer.

MR. EDITOR—I had intended before this to have corrected a few errors which appeared in a paragraph published in your paper of the 26th ult., announcing the launch of the Russian steamer Kamschatka.

In alluding to the United States steamers, building here and at Philadelphia, you remark that "They were originally intended as double deckers, but it is now understood they can only carry guns on the main deck." In this, you have been misinformed—They were from the first, intended as single decked vessels, and so far as I have heard, no changes whatever have been contemplated.

Again, permit me to say, you are mistaken in stating that Lighthall's engines were rejected in favor of those furnished by Mr. Kemble.

It was originally determined to test the relative properties of the common English beam engines, (such as may be seen on board the British steamers plying across the Atlantic,) with engines of direct action, as they are termed, both pairs to have cylinders of equal cubical contents, but of different diameters and lengths, though of equal estimated nominal power; and in this trial the comparative advantages of the long and short stroke, were also to be tested.

To carry out this important object of the government, the two vessels were modelled by three of the principal naval constructors, upon lines and dimensions exactly similar.

I may moreover add, that they are to be equipped alike, and it is intended to make their steam power, auxiliary to their sailing and working properties.

These explanations have been called for inasmuch as the tenor of your paragraph infers that a serious mistake had been made in the plan and construction of the American steamers.

A REVENUE CUTTER CLAIMING SALVAGE.—A case has lately occurred, somewhat novel, we believe, in which a Revenue Cutter in the service of the United States claimed salvage for having rendered assistance to a ship in distress.

Sometime in October last the ship Hercules, of Boston, Capt. GREGERSON, laden with a valuable cargo, got ashore on the Gaskin bank on her voyage to Savannah. The Revenue Cutter Crawford, Capt. RUDOLPH, lying at anchor in the Savannah river, came to the assistance of the ship; and some portions of the cargo having been taken into the boats, the ship, at the rising of the tide, was got off without material damage either to vessel or cargo. For the service thus rendered Capt. Rudolph claimed salvage, and filed a libel, in the U. S. District Court accordingly. The demand was resisted by Capt. Gregerson, who wrote to the Secretary of the Treasury complaining of the proceeding and soliciting his interference. The reply of Mr. WOODBURY was as follows:

"TREASURY DEPARTMENT, Oct. 31, 1840.

SIR,—Your letter of the 24th inst., in which you complain of the libelling for salvage, of the ship Hercules under your command, by Capt. Rudolph, of the Cutter Crawford, has been received, and I have to remark in reply, that the question being now pending in the proper tribunal, to try and decide upon the rights of the parties, any interference by this Department would not only be improper, but without any beneficial effect; and that however much I may regret your misfortune, and the inconveniences to which you are subjected, it is not in the power of this Department to afford you relief.

I am, very respectfully, your ob't servant,

LEVI WOODBURY.

Sec'y of the Treasury.

Captain GEORGE GREGERSON,
of Ship Hercules, Savannah, Georgia."

The case was settled by compromise; the salvors were paid \$390; the court expenses and fees for counsel were about \$364—making in all some seven hundred and fifty four dollars paid for the assistance received from the cutter.

But the question is not concerning the amount which was paid—but whether an officer commanding a vessel in the service of the United States can lawfully demand compensation for assisting American merchant ships in distress. The captains of revenue cutters are often directed by special orders from the Department to cruise off the coast during severe weather for the very purpose of assisting vessels that may be found in need of assistance. It has been hitherto deemed a part of the regular duty of our national vessels, whether employed in the revenue service or otherwise, to aid, relieve, and protect the trading ships of American merchants wherever they may be met with in circumstances of difficulty. We believe that a special claim for salvage in such cases is altogether unusual.—*Baltimore American, Dec. 19.*

PENNSYLVANIA HOSPITAL.—The managers of the Pennsylvania Hospital yesterday elected Dr. EDWARD PEASE, one of the surgeons of that institution, in the place of Dr. THOMAS HARRIS, resigned.

Dr. HARRIS resigned a situation which he had held and faithfully filled for twelve years, devoting gratuitously, to aid the philanthropic objects of the institution, the extensive knowledge and professional skill by which he is so generally known, and the regret which the board of managers feel at parting from such a professional contribution, a regret shared by the philanthropic citizens generally is enhanced by the knowledge that the separation was rendered necessary by lack of health on the part of the distinguished surgeon.—*United States Gazette.*

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office

Ap. 2

List of officers of the navy on leave or furlough, made out in conformity with a resolution of the House of Representatives of the Congress of the United States, passed May 11, 1840.

No.	Names of officers on leave or furlough.	Cause of absence.	Length of time absent or excused from the service.	Time of expiration of leave or furlough.	Length of time those furloughed have been at sea at any one time in the last twenty years.	How often leave or furlough has been renewed to those now absent.
				1840.	Years. Months.	
1	<i>Commander.</i> Chas. Boorman	Returned from sea	6 months	Oct'r 9	2 2	Twice.
	<i>Lieutenants.</i>					
2	W C Nicholson	Returned from sea	3 do	May 13	3 4	Seven times.
3	J B Cooper	Age and infirmity	28 do	Dec'r 12	None	Twice.
4	D N Ingraham	Returned from sea	6 do	Oct'r 14	2 6	
5	Joseph Mattison	Furlough, at his request	6 do	June 24	2 9	Twice.
6	James P Wilson	Reliev'd fr. Pensac. yard	5 do	Oct'r 3	2 9	
7	John Pope	Returned from sea	3 do	July 2	3 3	
8	T J Manning	At his request	3 do	August 2	2 8	
9	W H Kennon	Returned from sea	3 do	June 12	2 2	
10	Andrew K Long	Returned from sea	3 do	July 18	2 10	
11	G P Upshur	Sickness	1 year	Oct'r 7	1 8	Thrice.
12	T Bailey, jr	Reliev'd fr. N. York yard	2 months	June 8	3 2	
13	J T Homans	At his request	3 do	Aug. 10	1	
14	Amasa Paine	Returned from sea	6 do	Oct'r 10	3 3	Twice.
15	E G Tilton	Returned from sea	3 do	July 4	3 3	
16	C H Davis	Returned from sea	3 do	July 2	3 3	
17	C M Armstrong	Returned from sea	6 do	Oct'r 16	3 3	Twice.
18	J D Ferris	Age and infirmity	5 years	Jan. 3	None	Sixteen times.
19	Wm. McBlair	Returned from sea	6 months	Oct'r 9	1 6	Twice.
20	G G Williamson	Sickness	3 do	June 6	3	
21	John B Cutting	Returned from sea	3 do	May 13	2 7	
22	John C Carter	Returned from sea	1½ do	June 9	2 4	
23	Samuel P Lee	Returned from sea	1 do	May 21	2 2	
24	Oliver S Glisson	Returned from sea	3 do	July 4	3 1	
25	J A Dahlgren	Disease of the eyes	2 years	Sept'r 8	2 7	Eight times.
26	Alberto Griffith	Furlough, at his request	1 do	Dec'r 3	3 10	Twice.
27	Theo. P Green	Returned from sea	6 months	Oct'r 9	3 3	Twice.
28	Thos. R Rootes	Returned from sea	3 do	July 4	2 5	
29	Zach. Holland	Sickness	2 do	June 13	3	Thrice.
30	M G L Claiborne	Returned from sea	3 do	July 18	2 10	
31	F Clinton	Sickness	6 do	Aug. 20	2 5	Twice.
32	W R Taylor	Sickness	5 do	Sept'r 1	3 1	Twice.
33	H J Haristene	Returned from sea	6 do	Oct'r 24	3 2	Twice.
	<i>Surgeons.</i>					
34	John S Wily	Reliev'd fr. Pensac. yard	5 do	Oct'r 7	3	Twice.
35	Waters Smith	Returned from sea	3 do	July 2	3	
36	B F Bache	Returned from sea	3 do	July 4	3	
37	Wm. M Wood	Returned from sea	2 do	May 17	2 4	
	<i>Ass't Surgeons.</i>					
38	Daniel S Green	Returned from sea	2 do	May 17	2 9	
39	A J Bowie	Returned from sea	6 do	Oct'r 16	3	Twice.
40	R W Leecock	Reliev'd fr. Norfolk yard	2 do	June 28	1 9	Twice.
41	J S Messersmith	Returned from sea	3 do	July 4	1 4	
42	S W Kelleg	Returned from sea	3 do	May 13	2 7	
43	J H Smith	Returned from sea	3 do	July 2	1 6	
44	John A Guion	Returned from sea	5 do	Sept'r 25	1 6	Twice.
	<i>Pursers.</i>					
45	Thomas Breese	Returned from sea	6 do	Oct'r 9	3	Twice.
46	Chas. O Handy	Furlough, at his request	1 year	Sept'r 4	2 6	Thrice.
47	Henry Etting	At his request	6 months	August 2	2 6	Twice.
48	F B Stockton	At his request	23 days	May 31	2 2	
49	Philo White	At his request	6 months	May 14	4 spec'l ag't in Pacific	Twice.
50	Sterrett Ramsey	Returned from sea	6 do	August 2	3 2	Four times.
51	A J Watson	Returned from sea	3 do	July 4	3	
52	W A Bloodgood	Sickness	6 do	Sept'r 31	3 3	
53	Samuel Forrest	Returned from sea	6 do	Aug. 20	3 4	Twice.
	<i>Passed Midsh'n.</i>					
54	Levin Handy	Returned from sea	2 do	May 17	3 2	
55	W L Herndon	Returned from sea	3 do	July 2	3	
56	Nath'l G Bay	Returned from sea	3 do	July 4	3 2	
57	John B Dale	Returned from sea	3 do	July 18	2	
58	Stephen Dod	Returned from sea	3 do	July 2	3 7	
59	James H Strong	Returned from sea	4 do	August 2	3 3	
60	C W Morris	Returned from sea	3 do	July 2	3 3	
61	R L Tilghman	Sickness	9 do	Aug. 28	3 6	Thrice.
62	James L Parker	Returned from sea	4½ do	July 1	5 10	Twice.
63	R H Lowndes	Returned from sea	3 do	June 16	2 10	
64	T W Cumming	Rel'd fr. steamer Fulton	4 do	May 1	2 6	Twice.
65	M Woodhull	Returned from sea	3 do	July 2	2 9	
66	F E Baker	Sickness	3 do	June 26	2 10	Twice.

WASHINGTON CITY,
THURSDAY....DECEMBER 24, 1840.

The Richmond Star has taken up the cudgels in defence of the suggestion that Lieut. MAURY would be the most suitable person in the country for the post of Secretary of the Navy, under the new administration. Believing the discussion of Lieut. M's claims and qualifications for the office to be repugnant to his feelings and wishes, we shall make no further allusions to them.

We desire, however, to set the Star right in another respect. There is nothing in the remarks we offered in our paper of the 10th inst. (nor, as our readers well know, at any other time,) which will warrant the inference that we have recommended, or approved, placing any one of the venerable "grandfathers" of the navy at the head of the department. It by no means follows that, because we object to a junior officer for that station, we advise the selection of one of a higher rank. We do not advocate the taking any officer, whatever his grade, from the service for such a purpose. The objections to it are valid, and its inexpediency manifest. Every one knows that much of the success to be expected from a military operation depends upon the unanimity pervading all ranks. If we desire to make our navy efficient, we must be careful to avoid taking any step that shall impair its harmony.

There are many officers in the navy, amply qualified by experience and attainments to direct its operations; but each one has his favorite schemes, his partisans, and his enemies—his favorites and his aversions. The selection of any one, therefore, would be calculated to lead to heart-burnings, jealousies and discords, that would impair the harmony of the service, and consequently lessen its efficiency. Hence the appointment of a civilian, who has no prejudices against or partialities for individuals to gratify, would be preferable. A merchant, who has had a practical acquaintance with commercial affairs, would be far better qualified to manage the concerns of the navy, than one who has lived in the seclusion of the closet. There is a fitness in all things, and a just regard due to the feelings, the wishes, and the prejudices too, of a community or corps, to be affected by the action of a superior controlling power. No step could be taken that would be more likely to infuse a greater spirit of discontent into the navy, than the selection of one of its own members to preside over its affairs, for the reasons here stated.

If those who are pleased with the idea of taking a navy officer to preside over the department, are of the opinion that the spirit of subordination, the life-blood of all military bodies, would prevent any open murmurings; and that because no discontents are apparent, none exist; it would soon be discovered that secret discontents cause more injury than open ones, because they operate none the less effectually by their silence.

Would the appointment of a junior officer, whatever his qualifications, as Secretary of the Navy, promote the discipline of the service, or be acceptable to his seniors? Or would the appointment of one from the higher ranks be pleasing to the juniors, who have been laboring to effect a change in the management of our naval affairs? Would it not rather be a decisive indication to them that the old system was to be perpetuated, and cast a baneful shadow over their zeal in the performance of duty? Could any officer be found whose appointment to this high station would give a general satisfaction to the navy? And if there could not, as we think all navy officers will admit upon reflection, why look to the service for a head? We know that the navy is not a democracy, and that it has no voice in choosing a Secretary; but if the sentiment of the officers on this subject could be ascertained, we think there would be an overwhelming majority against the expediency of the measure.

What gave so much offence to the navy in the final choice of a commander for the exploring expedition? It was not the want of competency in the individual; it was that one so low on the register was selected, thus wounding the feelings of all above him by the implication that none of them were competent to or worthy of the trust. If then on a minor point so great dissatisfaction prevailed, how much more cause would there be, were one still lower on the list elevated over the heads of all.

The Star argues that an officer's writings are good evidence of his capacity for the high station to which it has been suggested to advance Lieut. MAURY; and as he is the only one who has displayed his talents, he is best fitted. The editor of the Star may not have an extensive acquaintance among the officers; but we could point to several, whose attainments qualify them for the discharge of the highest duties pertaining to their profession. And if writing be the criterion, every grade can produce more than one candidate for the honor.

Has the Star forgotten one—his name we need not mention—whose productions are known abroad as well as at home? and whose works attracted attention in the old world before they were appreciated in the new?

It will thus be seen that our objections to Lieut. MAURY are not of a personal nature; they are founded upon principle, and would apply to any other individual in the service.

It is admitted on all sides that a change in the management of our naval affairs is needed—the impression being general that its discipline and efficiency have deteriorated. But this change cannot be effected by the Department alone, though it can do a great deal towards producing a healthy reformation. The remedy for the evil must originate in the fountain-head of power—the national legislature as the representatives of the people. If the attention of Congress can be diverted from political disquisitions for a sufficient length of time to bestow a few thoughts upon that important but long neglected branch of public

service, the navy, and a proper organization be secured to it, it will spring into new life; and whenever the occasion shall call forth its energies, it will abundantly answer the expectations of its most ardent friends, and repay the confidence that has been reposed in its patriotism and chivalry.

There are other portions of the article in the *Star*, which might be replied to; but as they would extend our remarks to too great a length, we limit ourselves for the present to our reasons for not approving the suggestion respecting the office of Secretary of the Navy.

The condition of the navy has attracted very generally the attention of the press, without respect to parties, and a hope is as generally entertained that something will soon be done to improve it, if not at the present session of Congress, certainly at an early period of the next.

The material of which the navy is composed is as susceptible now of being moulded and directed in a way to accomplish all that could be desired or expected of it as at any former day. Probably it is more so; for although it has been deprived of that advantage that would most unquestionably have resulted from a wise and liberal legislation towards it, yet our officers have not been unmindful of their obligations to their profession and their country, nor neglected the opportunity to make themselves acquainted with the improvements adopted by other nations. These might be still farther turned to our advantage by encouraging officers to travel, and even by sending a few of them on tours of observation.

It has been a too prevalent fashion to impute the inefficiency of the navy to the executive or to the department. Undoubtedly the head of the department has it in his power, even with the limited means at his command and an imperfect organization, to do much either for the good or the ill of the service; but, so far as regards the present condition of the navy, we apprehend that the fault lies with Congress. A peace establishment should have been formed long since, and officers would then know that when their regular turn of promotion came, they would receive it. At present there being no limit to the number, in each grade, save in the discretion of the executive and senate, those who have been long hoping for promotion without attaining it become soured by disappointment; and it is quite natural for men, thus situated, to vent their displeasure upon the presumed cause.

"AND FOR OTHER PURPOSES."—Having recently had occasion to examine and consult various laws of Congress, we have been forcibly struck with the frequent repetition of the term which heads this paragraph. It is used times without number, and made to embrace all manner of objects. It is seemingly as broad and as wide in its definition as that undefined abbreviation, "etc." the banishment of which from our legal enactments an eminent statesman attempted not long since.

Objects the most incongruous, and provisions the most opposite, are blended in the same bill, under that comprehensive, yet incomprehensible, phrase "and for other purposes." The wight who seeks to find a particular clause by consulting the titles of acts, will need something more than the thread of an Ariadne to lead him through the labyrinth.

This peculiarity is as discernible in acts of a private as in those of a public nature; and in the publication of the laws at the close of each session, no regard is paid to classification, all that is apparently aimed at being to arrange them in chronological order.

Taking into consideration the number of lawyers with which our legislative halls abound, the looseness exhibited in enacting laws is truly surprising. It looks as if they were purposely made to perplex those whose duty it is to execute them, and to furnish business to the courts. If there be any subject on which perspicuity be desirable, it is certainly in the laws by which a community is governed; they should be so plain as to be intelligible to every man of tolerable capacity. How seldom this is the case with our laws, we appeal to all who are familiar with them. A reformation in this particular is certainly needed.

ARMY INTELLIGENCE.—We are requested to state that Messrs. Beall, Newton, and Hardee, of the U. S. army, who were among the passengers in the *Louis Philippe* for Havre, on the 9th instant, were a commission appointed by the Secretary of War to digest and report a system of tactics, &c. for the CAVALRY service of the United States.—*Norfolk Beacon*, Dec. 16.

The above paragraph being calculated to convey erroneous impressions, we think it proper to give the actual state of the case.

A year or two since, as our readers know, three officers of the *first* regiment of dragoons were sent to Europe, with the view to examine into the various systems of tactics and exercise practised by those nations which have long employed cavalry as a component part of their armies.

These officers [Lieuts. EUSTIS, TURNER, and KEARNY] entered the school at Saumur, and passed through a regular course of cavalry instruction; and having returned from their visit, with obvious improvement of their store of knowledge in their peculiar arm of service, the Secretary of War, in the same spirit of liberality and regard for the interest of the army, has now granted permission, or given orders, to the three officers abovenamed, of the *second* regiment of dragoons, so that that regiment may enjoy equal advantages with the first; they will likewise go through a similar course of instruction at Saumur.

The officers of the 1st dragoons brought with them to this country a copy of the French system of tactics, which two of them have been since engaged in translating. The translation is completed, and will be submitted to a board of army officers for examination; if approved, it will be adopted into our service.

ARMY REGULATIONS.—Frequent inquiries are made for a copy of the Army Regulations, the last edition of which has been long out of print. We understand that a new and revised edition is now in press, and will be completed probably in the course of a month.

ARRIVALS AT WASHINGTON.

Dec. 17—Capt. A. S. Macomb, 2d dragoons, Gen. M's
Major Gen. W. Scott, Gadsby's
P. Mid. G. H. Scott, navy, Major Scott's
18—Lt. R. M. McLane, Top. Engrs. Gilbert's
19—P. Mid. W. T. Muse, navy, Fuller's
P. Mid. D. McDougal, do
21—Lt. W. S. Henry, 3d infy. Fuller's
Paymaster C. H. Smith, army, Mrs. Brereton's
Major C. Thomas, Qr. Mr. Gadsby's
22—Capt. E. V. Sumner, 1st dragoons, Fuller's
23—Lt. A. R. Johnston, do do
Ass't Sur. G. A. Williams, army, Brown's

UNPAID LETTER REFUSED.—Charleston, S. C. Dec. 15.

Communications.

AMERICAN SLOOPS OF WAR.

MR. EDITOR: Your last Chronicle, of the 17th Dec. 1840, contains an editorial article extracted from the Boston Mercantile Journal, on National vessels, in reply to the statement of H. S., published in the Pennsylvania Enquirer, and other daily papers, in November last, vindicating the naval constructor at Washington from charges made against him by the Journal on alleged defects in the construction of the sloop of war Boston. It was expected, from the justice of the editors of the Journal, that having made charges against the constructor, they would afford H. S. the opportunity of being heard in reply, and in omitting to do so, they have not evinced their accustomed impartiality. They preferred to substitute their opinions for the facts and arguments of H. S.

As you have given currency to these opinions, I must ask you to add one *fact* to the statements of H. S., which I think ought to give pleasure to the editors of the Journal. Having had lately an opportunity of perusing a record of the transactions on board the Boston during her first cruise, I find she deserves even a better character for sailing than the letter of her commander, as published by H. S., gave her. Her sailing during that cruise, reached 12½ knots. This may be considered *fast sailing* for a vessel having a "full run," and I hope that this *fact* may not escape the eye of the editors of the Journal.

The ship of the line Columbus is introduced, and in such a way as to induce a belief that her draft and that of the Boston were drawn by the same hand. This is not the fact. The paternity of the Columbus must be sought in another quarter. H. S.

CABINET-MAKING—NAVY DEPARTMENT.

"Audi alteram partem."

It is not often that the Army and Navy Chronicle discusses "Cabinet-making," however attentive its editor is to the *materiel* of the navy, or whatever relates to the well being of the service. And I believe its opinion against bringing forward the name of a meritorious lieutenant for the office of Secretary of the Navy, has met with a very general concurrence among men of reflection in and out of the service. The Richmond Transcript, however, presses the premature suggestion, and its zeal is calculated to do injury to the advancement in science of the many choice spirits in the navy who are one day to direct its destinies. A moment's reflection must satisfy every man that the offices of the Secretary of War and Navy are posts that are in fact more of a *judicial* than a *military* character; and practical men know

that the details in both branches of our military are regulated by energetic and practical men. Without such an observance of the division of labor, of what use would be the various military bureaus and the Board of Navy Commissioners? The office of the Secretary of War we find has generally been filled by a judicial rather than a military character—for the nice distinctions between lineal and brevet rank, and the execution of contracts call for legal acumen particularly—and both officers should be men of experience; having a knowledge of human nature, of stern integrity, devoted principles, and well versed in international law. It is no disparagement to the ambitious and truly deserving class of men, styled "junior officers," to say, that there are few of them possessed of that kind of knowledge that has distinguished many of the eminent men who have heretofore held seats in the cabinet; and jealousies might grow out of such selections, to say nothing of favoritisms.

The *school ship* will doubtless get fairly under way ere long, particularly as the invalid officers, sailors, and marines declare that "constructive" colleges ashore, with linguists for "Professors of Mathematics," are better calculated to form learned fools and literary madmen, than a "staid lieutenant" for a steamer, or, for a square-rigged, a real

JACK TAR.

Domestic Intelligence.

FLORIDA WAR.

ST. AUGUSTINE, Dec. 11.—One hundred and seventy recruits, intended for 3d artillery, arrived here on Monday last. Thirty-five arrived at Fort Searle on the same day. The following officers accompanied: Majors McClintock and Childs; Lieutenants Bragg, Wyse, Gilham, Van Vleit, Thomas, and Assistant Surgeon Barnes.—*News*.

COL. HARNEY.—No man can see Colonel Harney without admiring the soldier, the citizen, and the man. He has gone south with twenty picked men, armed with patent rifles, and will collect as many more men as can be spared from the southern posts, and proceed with canoes into the everglades. A recaptured negro has promised to guide to a settlement of seventy Indians.

We hope the Colonel's untiring zeal may not be frustrated this time; and we also hope to see the day when his chivalric daring may be directed to higher purposes.—*Herald*.

We learn from Lieut. Boyd, 3d arty. that Indian tracks were seen a few days ago, on the narrow point of land, two miles south of this post, Fort Lauderdale, where they have never before been seen since the war.—*Ibid*.

From the Savannah Georgian, Dec. 16.

Capt. Smith, of the steamer Cincinnati, which boat arrived yesterday from Black Creek, reports that thirteen Indians, among whom were nine warriors, came into Fort King three or four days since, and delivered their rifles to Col. Riley.

SHIPWRECK.—We also learn from Capt. S. that the schr. Globe, from Baltimore, with Government stores, was totally lost on St. Johns bar on or about the 8th inst. Crew saved.

Since the above was in type, we have received the following letters, which confirm the statement of Capt. Smith:

From our correspondent.

FLORIDA, Dec. 9.

SIR: Three warriors came in at Fort King a few days since, and, agreeably to the General's orders, have been put under guard. They say that Halleck-tustenuggee will return in a few days, but are unable to assign any reason for his abrupt departure during the progress of his recent pretended treaty. The interpreters are all absent from Fort King, which may,

in a manner, account for the meagre news they have communicated. An express has been despatched to the General, who is now at Tampa.

8½ o'clock, P. M. Dec. 9.

SIR: The express just arrived from Fort King says that 13 Indians came in this morning and delivered up their arms to Col. Riley. They state there are many more to come, in a few days. I will give you particulars by next express.

MORE TROOPS FOR FLORIDA.—The ship Liverpool sailed this morning for Savannah, having on board one hundred and six recruits for the 2d regiment of infantry in Florida.

Captain J. Dimick, 1st artillery, (who returns to Fort Columbus,) commands the detachment. Lieuts. J. W. Penrose, 2d infantry, and R. W. Foote, 6th infantry, are attached to the command. These officers will join their regiments in Florida.

Mrs. Penrose and three children, and Captain S. Mackenzie, 2d artillery, who goes to Florida for his health, were passengers.

[N. Y. Com. Adv., Dec. 16.]

THE BOUNDARY QUESTION.—We learn that Mr. H. B. Renwick, one of the engineers employed by the commission for exploring and surveying the disputed boundary line between the United States and the British Provinces, returned to this city yesterday, having continued his operations in the field until the weather rendered farther observations impracticable. This closes the out-door work of the party under the direction of Professor Renwick, for the present season. We are informed that the work which has been performed by this party, although far from being completed, has already given most important results. A range of mountains has been traced from the north shore of the bay of Chaleurs, around the heads of the sources of the St. John's, as far as Temiscouata portage, the lowest gaps in which exceed the average height of the pretended highlands of Messrs. Featherstonhaugh and Mudge. Considering the lateness of the season at which this party set out from Portland, the difficulty of collecting proper instruments at a short notice, the distance and unknown character of the country, the extent of ground reconnoitred by it is very great. It may, however, rather be considered as a preparation for future operations than a finished work, even within the space which has been explored. This extends from tide-water on the bay of Chaleurs to St. Andre on the St. Lawrence.

It has been found that except at the termination of the exploring meridian line, and at the sources of the Green and Tuladi rivers, which had been explored by orders of the British commissioners under the treaty of Ghent, the dividing ridge lies considerably North of the line traced by the American agents on the map presented to the King of the Netherlands. It will therefore extend the claim of the United States over a territory larger than has been supposed. The territory, however, we learn, is of little value to either party. In truth, with the exception of the alluvial lands of the St. John's, all the country to the North of that river is a labyrinth of mountains, morasses and lakes, unfit for human habitation, and not possessing even the property of furnishing valuable timber. If, therefore, the just and proper pride of the people of Maine were satisfied by a recognition of their rights, we do not think the British government would find it difficult to obtain a favorable exchange of the territory they so much covet, for lands more convenient to the mass of the population of that State. A purchase seems to have been put out of the question by the insulting language held in relation to a proposal of that sort, by some of the English newspapers. This language has excited great indignation in Maine, and would cause that high spirited and patriotic State to reject what would at one time have

been cheerfully accepted, with the view of removing the difficulties that oppose the settlement of this question by the General Government.

The operations of the party under the direction of Captain Talcott have given an accurate survey of the height of land, from the sources of the Connecticut river to the Kennebec roads. Here the operations were interrupted by the snow, which rendered the woods impassable.

Major Graham, the third commissioner, has it in charge to run the meridian line from the source of the St. Croix. This is an operation which demands much time and attention, and calls for the highest degree of astronomical skill. The difficulty arising from the want of proper instruments was removed by the public spirit of the president of Columbia College, who loaned a valuable variation transit by Troughton, the property of that institution. It had been suspected that the exploring meridian line, run by the former commission with a compass, in a region where the western variation was continually increasing, must, in spite of the skill of the surveyors engaged in it, deviate to the westward. The transit meridian, as far as it has been traced by Major Graham, renders this suspicion almost a certainty; for, although the exploring line is crooked, from the anxiety of those who traced it to return to the true meridian, and he has therefore crossed it more than once near its origin, it is reported that he has now left it more than a mile to the east of him, and that it will therefore include some important positions over which New Brunswick has exercised jurisdiction.

The operations of Major Graham being within the limits of settlements, he has found that they may be pursued during the winter, and it is said that he has made arrangements for keeping the field during the remainder of the season.

If this be the case we cannot look for any joint official report during the present session of Congress. Our regret at this, however, is lessened by a knowledge of the fact, that it could only be one of progress and must necessarily leave many of the points, insisted upon by the British commissioners, untouched. We learn, however, that very important differences, in fact as well as in the construction of the treaty, have already been detected.

We are happy to learn that the commissioners and the persons employed under their directions have been received with great civility and attention by all the constituted authorities of Great Britain. Even the settled population, where most loyal in their feelings, have manifested good will and hospitality. The only expression of hostile sentiments was found in the floating mass of boatmen and lumberers; and the American parties had the mortification to find that these are principally natives of a country whose emigrants have been received in the United States with more hospitality than those of any other.—*N. York Commercial Advertiser.*

MISCELLANY.

From the New York Sun.

THE NEW WAR STEAMER.—Deeming that a few additional particulars respecting the war steamer now building at the Navy Yard may be interesting, I enclose you a brief account of her internal arrangements, without being particular as to dimensions. Commencing, then, below the orlop deck, forward, first of all is the light room, for the forward magazine, extending from side to side, and the next the fore magazine.

Next to the magazine, and separated by a solid bulkhead, is a shell room about five feet in width, for containing the hollow shot for Paixhan's guns, of which it is intended (probably) that the vessel is to carry ten, and en passant it may be well to remark,

that these guns properly managed, bid fair to be one of the most destructive implements of modern warfare.

Next to the shell room, are the pump wells, and next to these the first water-tight, iron bulkhead, extending from the keel of the vessel to the berth deck. Adjoining this is a large apartment, nearly twenty feet in width, for water, provisions and coal, and again another bulkhead, extending as before from the bulkhead to the berth deck. Aft of this is another large apartment for containing coal; extending back to the third iron bulkhead, and occupying with the engines, boilers, and their dependencies, a space in the body of the vessel of about 93 feet. Immediately abaft the third iron bulkhead is still another space for coal, and adjoining this is a large apartment for containing dry provisions, &c.

Next to this is an apartment for water and provisions, and adjoining this again is another shell room.

Proceeding aft, is the spirit room, where are kept the ship's spirits, purser's small stores, &c. &c.; adjoining this, and separated by another solid bulkhead, is the after magazine, and abaft of all, extending to the stern of the vessel, the light room to this magazine.

Beginning forward again, on the orlop deck, first are the store rooms for the different warrant officers, sailmaker, boatswain, carpenter, &c. &c., extending to the first iron bulkhead.

Then the coal bunks, engines, boilers, &c., occupying, as before stated, a space of 93 feet out of the body of the vessel.

Next to these is a large space for dry provisions, and coal, and adjoining this, on both sides, are state rooms for the various departments, as may be required.

Proceeding still aft, are the sail rooms; next a falling on the orlop deck, and adjoining this, and extending to the stern of the vessel, is the bread room, about 125 feet in length.

Going forward again on the berth deck, there is a clear space of about 90 feet in length, for working the chain cables, capstan, &c., and for the crew to sleep in. This portion of the vessel is, perhaps, more comfortable for the crew than that of any other vessel in the service, being high, light, airy and convenient.

The smoke pipe (for there is to be but one), is forward of the mainmast, and just abaft of the wheel house. The galley for cooking is near this.

Next, in going aft, are the purser's store rooms, and armory, on the larboard side; and on the starboard side, store rooms for the master and marines, each ten feet wide.

Adjoining these are the engineer's rooms, on the starboard side; and opposite these the apartments for forward officers, and ten feet two inches wide.

Next to these, on each side, are the apartments for the midshipmen, each 11 feet wide; and next to these the ward room for the lieutenants, surgeon, purser, &c., containing eight state rooms, each six feet three inches wide.

Abaft of all is the cabin for the commander, nearly twenty feet in length, and extending to the stern of the vessel.

On the spar deck, with the exception of the capstan, and armament, there will be a clear deck of upwards of two hundred feet in length. She will be rigged as a ship, and it is intended that in case of any accident to the machinery when at sea, she will be able to compete in sailing with any regular ship-rigged vessel.

The expense of building this vessel will exceed half a million of dollars; but this enormous outlay has been made up not from what such a vessel actually would cost, but from the fact of the ship's being as it were an experiment.

Although the model of this ship is allowed on all hands to be perfect, still it is to the engines that most is looked for, they being purely of American invention, and should they succeed (as there can scarce be a doubt) it will be a great triumph for American genius and enterprise.

The pumps for this vessel also are of a new description, there being six of Mapie's Patent Reciprocating pumps of nine and twelve inch chamber, calculated to throw an immense body of water at each stroke.

As to the armament as far as ascertained it is probable that she will carry ten of Paixhan's* celebrated guns for giving hollow shot—two of ten inches, and eight inch calibre. The remainder of the battery will be composed of heavy metal.

Her crew and officers, when manned for sea, will be two hundred in all, and if nothing unusual occurs, the English and other naval forces in the Mediterranean may one of these days have the pleasure of seeing among them an American armed steamer that will put in the shade their uncouth, ungainly vessels.

There are at present nearly two hundred men at work on her, caulkers, carpenters, joiners, machinists, &c., and if it should be so determined by the authorities at head quarters, she can be launched at a week's notice, and, indeed, it is more than suspected that this month will see her floating on the element for which she is destined, and to which she is an ornament.

* To show the power of the Paixhan guns, a circumstance which occurred at Sandy Hook a few weeks ago while experimenting with these guns, may be worth mentioning. Com. Wadsworth and Captain Perry, under whose supervision the experiments were carried on, essayed to burst one of these guns, and after repeated efforts, they only succeeded after loading the gun nearly to the muzzle with thirty-five pounds of powder and upwards of three hundred and eight pounds of iron!

NAVY PROFESSORS OF MATHEMATICS.—In our former article we maintained that the professor of mathematics attached to the navy of the United States, (who, to be a proper instructor of youth, is presumed to be a man of education as well as a gentleman) to ensure efficiency in his office, should have a regular and honorable grade as well as a permanent rank in the service.

To render any system of education efficient, it is not only necessary that the instructor should have authority in prescribing the course of studies of his pupils, and exercise a magisterial control over them during the hours allotted to study, but he should be entitled from his official station, as well as his personal character, to their respect and esteem. In our colleges and Universities we often have as many as eight or ten PROFESSORSHIPS, with fixed salaries. We know that at the university of Virginia, each professor of the first rank receives a fixed salary of \$1500 per annum, besides being entitled to regular fees from all who attend his class, and that houses are assigned them for the residences of their families and themselves, or themselves alone, if they unfortunately are in a state of celibacy.

These are civil institutions; but for the education of the officers of the army ample and very proper provisions are made at the military academy at West Point; regular professorships are established, with emoluments and authority supposed to be sufficient for the great national objects, the accomplishment of which was intended by the establishment of the academy.

The system of education of officers of the navy, not less important surely than that of officers of the army, has ever been without order or regularity; the instructor having neither the authority to prescribe any course of study (as is the case at West Point and in our universities) but having no authority to claim the attendance and enforce the attention of his pupils in the school room at regular and stated periods.

In every department of life there must be adequate remuneration for services rendered, and the office, whether it be a political, a mechanical, or a literary one, will not be well filled if the consideration adverted to is disregarded in its institution.

In the early history of the navy no provision whatever was made for the education of its officers. Yet, those who were to be sent abroad as our representatives to all nations, who were to understand and to protect our national interests as well as vindicate our national honor if ever assailed, were, according to the wisdom of the early legislators in our national councils, to attain science and knowledge without education, and as it were by intuition. It is true, indeed, that some excuse may be found for such a course in the state of affairs existing in the early period of our Government, but at present when all things are favorable, and when nations by common consent have turned their attention to navies as their main armament in future wars, it behooves us to adopt a different and more deliberate and enlightened policy.

For some time previous to the year 1835, school masters were employed with temporary appointments from the Secretary of the Navy or the captains of our ships of war, without regard being had to their education or to the qualifications essential to the office.

In the general navy pay law, passed about five years ago, Congress provided for the establishment of the grade of PROFESSORS, with a view of bringing into the service abler and more efficient men, and by so doing elevate the standard of naval education. Able and accomplished men have, we understand, entered the service since the passage of the law, but they hold so indefinite a position as to make their situations on board ship very uncomfortable, and often mortifying and humiliating to a sense of conscious but perhaps unappreciated worth.

We shall be compelled from want of space to day, to postpone for another article our views on the rank which professors of mathematics should hold, their leave of absence, or waiting orders pay, and the course of studies which should be pursued by the midshipmen of our navy.—*Norfolk Beacon*, Dec. 7.

NAVY PROFESSORS OF MATHEMATICS.—We attempted in our last article to show that, in order to render any system of education efficient, it was not only necessary that the instructor should have authority to prescribe the course of studies of his pupils, and exercise a magisterial control over them during the hours allotted to study, but that he should be entitled from his official station, as well as his personal character, to their respect and esteem. If such is the case in our literary institutions, how much more important must be the introduction of this principle into a naval or military service where rank, grade and promotion are the very life blood of the system?

We have but recently turned our attention to this question as connected with the course of instruction on board our ships of war, and have ascertained that the professor of mathematics in the navy holds his office by a simple order (he has not even a warrant) from the Secretary of the Navy, and is liable to be dismissed at the pleasure of that officer; and that by a literal construction of the rules and regulations for the government of the navy, he may be deemed a petty officer and be so rated by a tyrannical commander.

We are decidedly of opinion that the professor of mathematics should hold a commission, and have his grade fixed by law. His duties are arduous and responsible, and exceeded in importance by those of no other class in the service.

The surgeon, assistant surgeon, purser and chaplain, all enjoy the distinction conferred by a commission; and can it be possible that at this enlightened era of the world, and that too in a republic where we boast of equality of rights and equal laws, and that

personal merit and superior attainments should alone entitle one man to rise above another, that illiberal prejudices should be cherished (and be indirectly countenanced too by the Government) towards a class of men of unassuming and gentlemanly deportment, who are required to have had a liberal education and to possess superior literary attainments to any on board ship, and who have devoted themselves to one of the most honorable occupations in which man can be engaged? We would have the professors of mathematics rank with the chaplains, surgeons and sailing masters of the navy. The government should take care to appoint none but gentlemen to the office; men who by education, acquirements, associations and habits, would be fit and desirable companions for the officers before referred to.

The pay of a professor of mathematics is greater than that of assistant surgeon, and the same as that of chaplain; and if a corresponding rank is conferred, it will entitle him to a greater degree of respect from the young officers, and thus add incalculably to his usefulness.

The office of professor of mathematics is, we believe, the only one in the navy to which no pay is attached while the incumbent is waiting orders. If every other class of officers is entitled to pay, and emolument when on furlough, why not extend the provision so as to embrace these literary men, who from the days of Johnson and Goldsmith, without going farther back, were never remarkable for the plenitude of their purses.

We maintain that the professor of mathematics should be permanently attached to the navy instead of being as it were a mere temporary appendage, to be superseded at the caprice or prejudice of one man to make way perhaps for a favorite of inferior qualifications and no experience. No man whose talents would command equal employment elsewhere will enter a service which subjects him to inconveniences and humiliations, and which after days and nights of toil and study, undergone for the purpose of preparing him for more extensive public usefulness, leaves him at the mercy of one irresponsible man. Nor can the members of this corps while waiting orders obtain suitable employment for men of their talents and attainments, for none would desire to employ them during the uncertain intervals of a cruise, as they would ever be subject to the sea orders of the Department.

It is absolutely essential, moreover, to an efficient system of instruction in the naval service, that the schools, both in ordinary and on board ships at sea, should be organized upon a more liberal and uniform system. Besides arithmetic, algebra, geography, astronomy, seamanship, navigation and mathematics in all its higher branches, the midshipmen of the navy should be taught natural philosophy and some of the more important modern languages, and the system of instruction should be graduated to the five years' course.

If any of the officers attached to the service or any one who feels an interest in this subject, should be disposed to lay his views before the public, his communications shall appear in our columns.—*Norfolk Beacon*, Dec. 8.

[And if the columns of the Beacon will not contain all that may be said, *pro et con*, we can find room for a portion in the A. & N. Chronicle.]

From the Boston Morning Post.

THE NAVY OF THE UNITED STATES.

Ever since Mr. Jefferson's famous gunboat project, the Democratic party has been accused unjustly of being unfriendly to the navy. That system, it is now conceded, was injudicious and ineffectual, but was then justified by reasons that are no longer sound. The country was not in a condition for creating a navy sufficiently powerful to battle for its rights on the "great highway of nations," and could, at best,

but hope to preserve its coasting commerce from the sudden attack of any marauding force within its own waters. The then existing navy was but a poor remnant of our Revolutionary struggle, and the *quasi* war with the French republic. It was decrepid, disorganized, and useless. The country required its annihilation. The officers that were dismissed, and the ships that were sold, generally, were no great loss to the navy. The gun-boat system superseded it, and as a permanent reliance for such a country as this, was, in truth, as bad as its opponents declared it to be; but it was not worse than the old decayed navy, and eventually proved a good *transition state* to a better system of navy affairs. During the war of 1812, the gun-boat plan of defence was abandoned, as its inefficiency had become apparent to all. Our "few fir-built frigates, with bits of striped bunting at their mast heads," as the English contemptuously described them, fought their way gallantly into notice, and triumphantly proved our ability to compete with our haughty foe on his own element, and with his own weapons. The navy became immediately a favorite of the administration party in Congress, and the bill for the "gradual increase of the navy" was passed, to which we owe our splendid line-of-battle ships, and, in fact, all that the navy has since been; but the opposition was too strong, and peace was proclaimed too soon after, to allow them to increase it to any sufficient extent. War, too, had ceased in Europe, and, as in Augustus Cæsar's reign, "there was peace throughout the world." Europe was too exhausted with a quarter of a century of devastating warfare to trouble the world soon again with "bloody feuds." Our commerce might bear its wealth to all parts of the habitable globe without fear of molestation. As the merchant called not for protection on the high sea, Government prudently abstained from lavishing the revenue of the country, which was required to pay off its immense debt, in building up a navy then not necessary to its immediate defence. This was deferred to a more appropriate time, and though honoring its services, and feeling justly proud of its victories, the country fell into apathy in regard to the navy, which the time has now come for it to awaken from.

When Gen. Jackson came into office, economy was the leading idea, and to pay off the balance of the national debt, the darling object of his administration. To these, almost every other measure became subservient. Retrenchment was the order of the day. Not until the French indemnity question assumed a serious aspect, did people turn their thoughts once more upon the navy, and the administration had in view a plan to increase its ability to meet the threatened contingency. That contingency, we all know, most fortunately for the country in its unprepared state, did not arrive; the cloud of war blew over, and left the navy in *statu quo ante bellum*. But we had no longer the excuse that we were too poor to increase our naval force. There was a surplus in the treasury, that for a while troubled us to know how to dispose of. Honest patriotism and true policy would have remembered the wise maxim, "IN PEACE PREPARE FOR WAR." The time to "make a navy" had surely now arrived? But no! The Whigs preferred dividing the spoils among their constituents, and truth to say, in this almost (nationally) *suicidal* act, they were but too well seconded by certain reckless democrats. The great money "crisis" of 1837 was the immediate and deplorable consequence of this unwise statesmanship. The revenue failed to meet the wants of government, and the navy could receive no assistance; the superb three-decked ship *Pennsylvania*, which it was in contemplation to fit for sea, had to be laid up at the dockyard, because the means of the treasury would not warrant the employment of so expensive a vessel. Thus, then, the navy again languished for support; and struggles of party were too violent, and Congress too much absorbed in political questions, during the greater part of Mr. Van Buren's

administration, to give much attention to its condition or its wants.

But the democratic party is not, and never has been, unfriendly to this great "right arm" of our defence. It is popular with the people, it is necessary to the country, and the administration has always been anxious to put it upon a respectable footing. Yet holding fast to the democratic principles of "cheap government," we look for judicious economy in this as in every other department. We do not want a vast and extensive navy, created as a splendid establishment for sinecure officers. The people expect that their public servants, whether in military or civil service, shall work for the pay they receive. We would have the navy increased, and placed on a permanent basis, but see no reason why abuses should be tolerated, or corruption suffered, in that more than in other departments of the government. There has always been a sort "*nolo me tangere*" disposition evinced in regard to this service which we cannot tolerate. We want a navy, respectable in peace and formidable in war, sufficient for our present necessities, and equal to any future emergency that may probably happen; yet we wish it founded on correct principles, and open to the same scrutiny, and held to the same strict accountability as we expect of all other of our national establishments. The whigs have always boasted, how truly it is not necessary to inquire, of being the especial advocates of a strong navy; they will now have the opportunity of proving their sincerity. We shall see if they act up to their professions.

But this is no party question. Whigs and democrats, we believe, think pretty much alike upon this subject. Let both parties come forward in a spirit of patriotism, and together build up our "wooden walls;" for these in future will be our bulwarks of defence against foreign aggression. With two thousand miles of sea coast almost destitute of fortifications, with a vast and yearly increasing commerce, an incalculable amount of wealth afloat on the ocean, the prosperity, as the safety, of the country depends in a great degree upon the efficiency of our naval force. Steam ships of war, armed with that terrible weapon of modern invention, the bomb cannon, are a more effective defence to our numerous harbors and wealthy commercial marts, than though the whole coast was bristling with stone ramparts like another Gibraltar. Let our principal harbors along the whole sea board be securely fortified by these powerful floating batteries. To the increase of this kind of force we give our cheerful assent. Let us have a necessary number of efficient steam-ships for the protection of our own waters—while our line of battle ships and frigates—not "fir built," but of good solid live oak—shall triumphantly bear the "star spangled banner" into seas remote.

SOUTHERN LITERARY MESSENGER.—We do not pretend to enjoy a literary leisure, or we could indulge in a vein of happy reflections, whenever the arrival of *The Messenger* admonishes us that there are some things in its pages worthy of acquaintance, and that the alliance of the mind to the engrossing cares of business is irksome and should be temporarily dissolved. We have often envied that man of industrious habits, who could rise with the lark to commence the toils of business, and without repining urge on his energies to make his lucky speculations, until old *SOMNUS* should advise him to close his eyelids as well as his labors, at least for a single diurnal revolution of the sun. Our fortune it has been sometimes to encroach on those hours of oblivion, and communing with the living, or the dead, speaking in their works, to awaken the feelings which ephemeral clouds would clad in an impenetrable veil. One of these periodical visits of a literary melange like that of *The Messenger* is as refreshing to a tired editor, who has been groping his way through columns of political wrangling for—*nothing*, as a cup of water from a cool and bubbling

spring is to the weary traveller, who has wherewithal to satiate his hunger, but is perishing with thirst.

There is one, pleasing satisfaction in taking up *The Literary Messenger*. Its articles are seldom or ever spiritless.

The leading article of the December number, is on OUR NAVY, being a continuation of *Scraps from the lucky bag*. Its purpose is to recommend *A Naval School*, and the writer reminds those interested in the condition of the Navy, that France, England and Russia, nay even the Grand Turk himself, has his *Naval School*. These all agree in one principle, that the proper teachers for officers are officers, a principle which "forms a striking feature in all military institutions."

With the zeal of one interested in the welfare of that arm of a nation's defence, an efficient navy, the writer proceeds to depict the practical results of the present system, while he urges with force the views he entertains and which he deems necessary to be carried out, to advance the moral and intellectual condition of the officers.

We would be rejoiced to see any plan adopted which would add to the efficiency of that armed marine, on which a nation depends to have her character maintained, and her rights respected in every sea. The glory her Hull, her Decatur, her Perry, her McDonough, her Stewart, her Bainbridge, her Lawrence, her Burrowes, have acquired, (without naming a host of other gallant spirits) in elevating the flag of united America, cannot but prove an incentive to the youthful officer to devote his time to the acquisition of that knowledge, which will never desert him through life, but make him doubly confident in the hour of the deadly conflict with those who may assume the attitude of enemies of this country.

These scraps are ascribed to the pen of Lieut. M. F. Maury. The knowledge of his profession, and the superior acquirements displayed by him are a source of just exultation to the friends of the writer, while they vividly portray the intelligence which, we would persuade ourselves, characterizes many of those who wear the naval epaulette of their country. The high standard of excellence, as scholars and as gentlemen, attained at West Point by the officers of the Army, should encourage the establishment of as good a school for those,

"Whose march is on the mountain wave,

Whose home is on the deep"—

with this difference, that the school of the latter should be on shipboard.

He should derive his lessons of instruction on the bosom of that mother (so to speak), who is destined to witness his gallant bearing when the honor of his country's flag is assailed. Courage is not alone requisite to command success, but the smiles of science must inspire a confidence necessary in the conflict of battle.

LAWRENCE fell a martyr to his gallantry in rushing prematurely to face an enemy of equal gallantry perhaps, but better disciplined, and therefore, better prepared for combat.

PERRY, on the contrary, with no less courage, but with the coolness of a scientific veteran repaired his error of "preserving the line," until his own ship had struck, and with the Niagara alone, which he so nobly boarded in an open boat, retrieved the fortunes of the day, by breaking the line of his brave antagonist.

But we must leave a subject which we promise ourselves to return to, and conclude our review of the *Messenger*, not, however, without reminding our readers that there are other good things in the number, not the least of which is a sketch of COWPER's character, as a man and a poet; the perusal of which recalled those days of *auld lang syne*, when the lines of this recluse bard were our almost daily admiration. —*Savannah Georgian*, Dec. 18.

NAVY.

ORDERS.

Dec. 14—Lieut. William Radford, Mediterranean squadron.

Mid. Edward C. Stiles, Rec'g ship, Norfolk.

15—Mid. Wm. F. Spicer, do New York.

16—Mid. James H. Spotts, do Norfolk.

17—Lieut. E. M. Yard, do Philadelphia.

Mid. J. S. K. You, Naval School, do

18—Lieut. J. E. Bispham, detached from Rec'g ship New York, and 3 months leave.

Lieut. J. L. Saunders, Rec'g ship, New York.

RESIGNATION.

William H. Kennon, Lieutenant, December 16.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

Schr. Flirt, Lt. Comd't McLaughlin, arrived at St. Augustine, Dec. 4, from Philadelphia, bound south on a cruise. Officers: Lieut. Comd'g, J T McLaughlin; Act'g Lieutenant, W S Drayton; Ass't Surgeon, J H Hopkinson; 1st Lieut. Marines, T T Sloan; 2d Lieut. Marines, I R Wilson; Passed Midshipmen, M Marine, H L Chipman, C St George Noland, A H Jenkins, W R McKinney, A Harrell and M C Watkins; Captain's clerk, J Marshall.

MEDITERRANEAN SQUADRON.—Ship of the line Ohio, Commo. Hull, at Smyrna, to sail for Mahon, Oct. 17.

DEATHS, RESIGNATIONS AND DISMISSIONS, In the navy, as ascertained at the Department, since the 1st Dec. 1839.

DEATHS.

Captain Isaac Chauncey, Washington,	Jan. 27
" David Deacon, Burlington, N. J.	Feb. 22
Commander Edward B. Babbitt, Chelsea, Ms.	Sept. 9
" John White, Boston,	April 14
Lieutenant John E. Prentiss, Marblehead,	July 5
" Wm. G. Woolsey, Brooklyn, N.Y.	Oct. 25
" Reuben R. Pinkham, Pacific,	*Oct. 27
" Alex. C. Maury, Sumter co. Ala.	June 23
" William Lambert, Washington,	*Mar. 15
" John Weems, Philadelphia,	May 29
" James R. Sully, Richmond, Va.	Jan. 28
Surgeon Mifflin Coulter, Baltimore,	Oct. 12
Purser A. McD. Jackson, New York,	Oct. 31
Passed Mid. S. W. Wilkinson, Pensacola,	*Nov. 14
" J. W. E. Reid, } on board schr. Sea Gull,	
" F. A. Bacon, } off Cape Horn,	*May
Mid. J. E. Duncan, Baltimore,	Jan. 1
Master Cornelius Bennett, Warren, R. I.	Aug. 18
" S. C. Hixon, Boston,	Sept. 9
Boatswain John Ball, Singapore,	*Mar. 8
" Wm. M. Cooper, Boston,	Oct. 3
Gunner J. R. Covington, Boston,	Nov. 3
Navy Agent E. Kane, Washington,	Oct. 3
Major C. R. Broom, M. C. Washington,	Nov. 14
1st Lieut. T. L. C. Watkins, M. C. N. York,	Oct. 30

RESIGNATIONS.

Lieutenant Owen Burns,	June 30
Surgeon John C. Mercer,	Sept. 26
Passed Mid. R. M. Tillotson,	Oct. 17

Midshipmen.

W. C. Brashears, *Dec. 20	H. Tillotson,	Mar. 12
T. Armant,	July 17	J. L. Toomer,
		Sept. 23
L. Martin,	April 23	T. P. Alston,
		Oct. 6
J. D. Morrison, *Dec. 31	G. F. Cunningham,	Aug. 26
F. G. Mayson,	Sept. 12	Wilson Hunt,
		Sept. 5
C. R. Slade,	April 17	
Prof. of Math. John Nooney,		May 13
Boatswain John Dunderdale,		Oct. 10
" Robert Whitaker,		June 30
" James Simpson,		Jan. 13
Carpenter L. McKay,		Aug. 29
" David Marple,		April 20
Sailmaker John Faxon,		April 20

* 1839.

DISMISSIONS

Lieutenant John L. Ball,	Jan. 17
Purser Josiah Colston,	Mar. 21
" Peyton A. Southall,	Mar. 21
" James Brooks,	July 21
<i>Passed Midshipmen.</i>	
W. S. Ringgold, Aug. 4 J. Moorehead,	Feb. 15
C. E. L. Griffin, Jan. 11 C. Robinson,	Feb. 11
<i>Midshipmen.</i>	
W. M. Green, Sept. 19 Miles Carey,*	
J. Riddle, jr. July 25 Newton Crisel,*	
Davis Ryan,*	*Dropped.
Gunner John H. Ryder,	July 7
" Edward W. Disney,	Mar. 6
Carpenter John Hayden,	July 7

DEATH.

At sea, on the 12th Oct., on board the barque Ronaldson, from Marseilles to New York, of consumption, Lieut. GURDEN C. ASHTON, of the U. S. navy.

U. S. NAVAL BENEVOLENT ASSOCIATION.

A special meeting of the U. S. Naval Benevolent Association, held at the Navy Yard, Charlestown, Mass., Oct. 26th 1840, on motion it was voted,

That all delinquent members be notified in writing, that unless the amount due from them to the Association be paid, on or before the annual meeting on the first Monday in October, 1841, they will have forfeited their membership by the Constitution, and will no longer be considered members of the Association.

That the Secretary give this vote publicity through the Army and Navy Chronicle.

THOS. O. SELFRIDGE, Secretary of
the U. S. N. Benevolent Association.

Dec. 10—4t

EDWARD OWEN and EVAN EVANS, heretofore trading under the firm of E. OWEN & Co., have taken into partnership JOHN S. OWEN. The firm will hereafter be known as that of OWEN, EVANS, & Co. They feel grateful for the very liberal patronage with which they have been favored; at the same time that they have to request that all those indebted to them, call and settle the same, either by note or otherwise, without delay, as it is essentially necessary that the business of the late firm be closed.

OWEN, EVANS, & Co., Military & Naval Merchant Tailors, Pennsylvania Avenue (near Fuller's Hotel) Washington city, beg leave to state to their patrons of the army and navy, that by recent arrangements with a London Military & Naval Embroidery Warehouse they are enabled to make up uniforms in a style not surpassed by European manufacturers.

They keep constantly on hand, the following very superior articles.

Rich Gold Embroideries, Army and Navy
do do Epaulettes do do
do do Embroidered scales do do
Swords, Belts, & Knots, Army and Navy
Rich Gold Lace do do and Marine
Undress Caps, new Regulation,

With a full assortment of ornaments for the Staff, Topographical Engineers, Dragoons, Artillery, Infantry, &c.

Nov. 5—1f

COLT'S PATENT REPEATING FIRE ARMS.

FOR SALE AT THE STORE OF THE PATENT ARMS MAN'G. CO.

No 155 Broadway, New York City.

At retail, at the following prices, according to style and finish, viz: Rifles, with Equipments complete, and 2 Receivers 8 charges each, \$50 to 150.

Shot-guns and Carbines, with Equipments complete, 6 charges each, \$40 to 100.

Boarding and Holster Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$30 to 75.

Belt Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$20 to 50.

Pocket Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$18 to 40.

If a quantity of arms is wanted, in amount above \$500, the Company will make a handsome deduction in the above prices, and take in payment approved city of New York acceptances at 90 days.

Sept. 3—1y.

MILITARY EQUIPMENTS.

Just received from France a case of GOLD EMBROIDERIES &c., consisting of Embroidered SWORD-BELTS, COLLARS, CUFF and SKIRT ORNAMENTS, for uniforms of Military Engineers; also, a complete assortment of EPAULETTES, for Lieutenants, Captains, Majors, and Colonels, and for sale, cheap for cash, by

J. SMITH FRASER,

168 Pearl Street, New York.

N. B. Military and Topographical Swords just received.

Sept. 3—1f

NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases in Philadelphia, to furnish the following materials and articles for the United States Army, for the year 1841, viz:

Blue Cloth, 6-4 wide, dyed in Indigo and in the Wool.

Sky Blue Twill'd Cloth, 6-4 wide.

Unbleached Cotton Shirting, 7-8 wide.

Flannel of Cotton and Wool, 7-8 wide.

Canton Flannel, 3-4 wide.

Unbleached Cotton Drilling, 3-4 and 7-8 wide.

Bleached do do 7-8 wide.

Uniform Caps for Dragoons, Artillery and Infantry.

Pompons for Artillery and Infantry.

Hair Plumes for Dragoons.

Bands and Tassels do.

Aiguillettes for Artillery and Infantry.

Worsted Sashes, (crimson and yellow.)

Shoulder Straps for Artillery and Infantry.

do (brass) Dragoons.

Epaulettes, N. C. Staff, Artillery and Infantry.

Forage Caps.

Laced Bootes pairs.

Woollen Half Stockings.

Leather Stocks.

Blankets, 6 1-2 feet long, 5 wide, weight 4 lbs.

Horse blankets, blue, 6 feet long, 5 1-2 feet wide—weight 4 lbs.

Metal Cap Equipments for Dragoons, Artillery and Infantry.

Felling Axes.

Hatchets.

Spades.

Worsted Binding and Cord of all kinds.

Common Tents.

Wall Ten's and Flies.

Hospital Tents.

(The quantity and number of these articles will be determined hereafter.)

Casks and Cooperage for one year from April next.

Saddles complete for Dragoons.

Bridles and Martingales.

Saddle Bags.

Spurs and

Leather Halters.

The whole are to be of domestic manufactured materials. Patterns of all the required Woollen and Cotton Cloths and articles are deposited in the Commissary General's Office in this city for examination. Samples of any of the Woollen and Cotton Cloths will be sent to any manufacturer, on application to this office, by mail, and such information given as may be desired. The Bootes are to be of eight sizes, and the Caps of four sizes. The sizes and proportions of sizes will be stated in the contracts.

On the samples and patterns exhibited, the contracts will be founded and inspections made, and no article will be received that is inferior in the material or workmanship to, or that does not correspond in every respect with, the pattern on which a contract is founded.

The supplies are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly portions, and the contracts are to be fulfilled on or before the 1st day of July, 1841.

The proposals must be in writing, sealed, and endorsed "Proposals" and must reach the office of the Commissary General of Purchases on or before the 17th day of January, 1841. Security will be required for the fulfilment of contracts.

Commissary General's Office, }

Philada. Dec. 17, 1830. }

Dec. 24—1f

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing-bureau at Washington, and has been approved of by the chief of the corps.

May 2 —1f

OFFICERS' UNIFORMS.

THE JEFFERSON WOOLLEN COMPANY manufacture and keep on hand a supply of sky-blue cassimere, for officers' uniform overalls, of approved quality and color.

Orders may be addressed to the agent of the Company at Brownville, Jeff. County, New York; or to D. Stinson, No. 60 Greenwich Street, City of New York and will receive prompt attention.

Sept. 3—1f.

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to JOHN S. FRASER; therefore all letters hereafter will be addressed to

JOHN S. FRASER,

March 5—1f

168 Pearl street, New York.

